



EAA CHAPTER 932 at Galt Airport, "one zero charlie" visit us at: WWW.EAA932.ORG

JANUARY 2006

JANUARY 14TH MEETING NOTICE

By John Roach

"Hook Down, Wheels Down" a U.S. Navy film tracing the history of Naval aviation will highlight the EAA 932 January meeting. The film traces the growth of the carrier task force concept from the Wright Brothers to the birth of today's nuclear powered carriers. Using interviews and historical film footage, including combat scenes from WWII, the one hour film demonstrates how Naval Aviation came of age in December of 1941.

Complementary coffee will be available beginning at 9:30, a short business meeting will start at **10:00 AM** followed by our film presentation. Everyone is invited – you don't have to be an EAA member to attend.

YOUNG EAGLES PILOT AND INSURANCE GUIDELINES

By Arnie Quast

Back at our November EAA 932 regular chapter meeting, there was some discussion about pilot and insurance requirements for conducting Young Eagles flights. This discussion came up in light of the fatal accident that occurred during a Young Eagles flight in Washington this past fall. In an e mail exchange with Steve Buss, Young Eagles Director in Oshkosh, I have come up with some answers to some of our questions and concerns. Here are a few of the questions and answers:

What is the minimum required insurance that must be on an aircraft to receive the extra one million dollars of liability coverage provided by the Young Eagles Program?

The minimum is that you have \$100,000 PER SEAT in liability insurance. The umbrella policy provided by EAA is underwritten by Global Aerospace.

Does Every Young Eagles flight, even those done individually outside of an organized rally require that an "event notification" be filed with the Young Eagles Office?

No, the event notification is only necessary when it is a chapter-sponsored event. Individual flights do not require notification.

What if an accident or incident occurs while conducting a Young Eagles flight?

As outlined in the chapter handbook (page 35) contact EAA Headquarters and the corporate risk office.

DUTIES AFTER AN ACCIDENT OR LOSS:

Notify EAA Risk Management Department. Phone numbers (920) 426-4822, 231-3548, or 379-3425. Also notify EAA VP of Chapter Relations at (920) 426-6536 or 235-2366. NOTIFICATION SHOULD INCLUDE THE TIME, PLACE, AND CIRCUMSTANCES. IT SHOULD ALSO INCLUDE NAMES AND ADDRESSES OF WITNESSES AND INJURED PERSONS.

How is a claim established?

By contacting the above numbers. EAA will work with you and the insurance carriers to handle the claim.

Is there a formal procedure that has been thought out for a chapter to follow if a catastrophe occurs?

Yes, once the chapter contacts EAA HQ, we will help coordinate the next steps, which will depend on the incident.

More information on Young Eagles guidelines should be reviewed online at:

<http://www.youngeagles.org/volunteers/volunteer.asp>.

There is a very comprehensive outline on pilot qualifications and other information you should be aware of before conducting a Young Eagles flight. It is worthwhile reading before we kick off our Young Eagles flight season.

Happy Flying, and Be Safe.

WHAT'S AN ERCOUE? OR IS IT AIRCOUE?

By Don Sword and John Roach

The Ercoque is a unique aircraft. Designed by Fred Weick, Coupes were born as the Great Depression was ending in the late 1930's. At the time they were considered unique looking, if not a little strange. Today, they still sit on the ramps of many airports, among the new Pipers, Cessnas, and Beachcrafts, right at home looking like a small fighter plane, despite having been out of production since the 1970s. Galt Airport is fortunate to have two 1946 Ercoque 415-Cs at the field, both flying regularly summer and winter. In later years, Weick stated that he thought his 1937 design might last 10 years or so. Today, after 12 different models have been built, they are still flying and used Coupes are still in good demand. The 415-A model was a prototype with a 40 hp Continental engine, The original Type Certificate was issued to Engineering and Research Corporation (Erco) in January 1940 for the B model and a 60 hp four cylinder Erco in-line engine. Three months later Continental certified its 65 hp engine and Erco recertified the aircraft with that less costly engine. One hundred twelve 415-Bs were produced before Erco switched to war production.



A "Coupeski" from the Ercoque Owners site, www.ercoupe.org

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Don Sword, EAA 932's Senior Pilot (Pvt. Lic. 1947) with his "Coupe"

The twin-tailed Ercoupes are a simple, inexpensive design which pioneered new features that made it easy and safe to fly. It had the first tricycle landing gear which all but eliminated the ground-loop problem of "conventional" gear aircraft. On the ground, it steered with its control wheel, rather than brakes or rudder. In the air, it steered the same way because its rudders and ailerons are interconnected and always coordinated. It's always coordinated flight makes a properly rigged Coupe unable to spin. Although often called stall-proof (even at times by the FAA), it can be stalled by an extremely quick application of up elevator at a low speed. However, the stall is gentle and the recovery is quick due to the wide span of the ailerons and the design of the wing-root fairings.

In August of 1941, the Army Air Force successfully used an Ercoupe as a test bed for its first rocket-powered takeoff, its first rocket-assisted takeoffs, and its first in-flight aircraft tests of rocket powered flight. Many do not consider Coupes as a war bird. However one Coupe did play an important role in the development of our military air power.

What's it like to fly a coupe? Great! But we'll get to that in a future article.



From www.ercoupe.org

(This is the first in a series of articles on the Ercoupe by Don Sword and John Roach, both of whom are Chapter 932 member and own Ercoupes – Ed.)

CHAPTER CALENDAR

Join us for coffee and hangar flying at 9:30 prior to meetings

- JAN 14** EAA 932 MEETING 10 AM (see lead article)
FEB 11 EAA 932 MEETING 10 AM (set up for **VALENTINES PASTA POTLUCK PARTY** at 6 PM)
MAR 10 **B-17 PROJECT FIELD TRIP** (meet @ 932 Hgr. 10 AM)
APR 4-10 **SUN 'n FUN** Lakeland FL. www.sun-n-fun.org
APR 8 EAA 932 MEETING 10 AM (clean up/fix up day)
APR 29 **FLY IN/DRIVE IN SAFETY SEMINAR** 8:15 AM
MAY EAA 932 MEETING 10 AM (film)
MAY 19, 20, 21 **OSHKOSH WORK WEEKEND**
JUN 10 EAA 932 MEETING 10 AM (nom. comm. for Sec/Tres)
YOUNG EAGLES 11 – 4 PM)
JUN 17 **EAA 932 FLY IN** (nearby Chapters, antique/classic owners picnic on "Lake Galt")
JUN 23, 24, 25 **OSHKOSH WORK WEEKEND**
JUL 8 EAA 932 MEETING 10 AM (film)
JUL 24-30 **AirVenture 2006** Oshkosh, WI www.eaa.org
AUG 12, 13 **FLYERS & TIRES**
SEP 9 EAA 932 MEETING 10 AM **YOUNG EAGLES** 11 – 4 PM
SEP 30 **FLY IN/DRIVE IN SAFETY SEMINAR** 8:15 AM
OCT 14 EAA 932 MEETING 10 AM (set up for **CHILIFEST** 5:30
NOV 11 EAA 932 MEETING 10 AM (election of officers, film)
DEC 9 EAA 932 MEETING 10 AM (film)

For information on line...

PILOT ALERTS – EVENTS – FLY-INS

GO TO:

AOPA: www.aopa.org

EAA: www.eaa.org

FAA: www.faa.gov

EAA 932: www.eaa932.org

IL DOT: www.dot.state.il.us/aero/index.html

WI DOT: www.dot.wisconsin.gov/travel/air/genral.html

EAA 932 Meetings 2nd Saturdays @ 10 AM
Young Eagles Jun 10 & Sep 9 or by app. Contact any
Chapter officer or director (box below)

Galt Traffic is the monthly newsletter of EAA Chapter 932 at Galt Airport (10C) Greenwood, IL 60097. *Articles may be reprinted if credit is given.*

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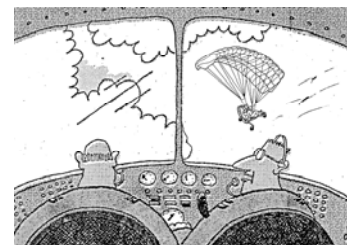
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THREE RETIRED PILOTS by JH,sr.



"It certainly looks like Oscar is handling retirement well."



EAA Chapter 932
 Galt Airport - Greenwood, IL
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